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1. A number of changes have taken place at the NTO/INTI or Engineer Bureau No. 2, Berlin-Niederschöenhausen, Seckendorffstrasse 21. House No. 4 which contained the construction department for freight car tipplers, the crane construction department, the technological department, and later the new group formed from the steam turbine and boiler construction department, had to be turned over to the Deutsche Verwaltung des Innern (DVVDI) which intends to establish a police training school for Eastern Zone police there. The NTO/INTI now only occupies Houses 6, 8, and 10 and is organized as follows:

- a. House 6. Contains the freight car tipper (Waggonclipper) construction department, employing 13 German engineers. Russian chief is Major Delipurda.* German chief engineer is Koerber.

The boiler construction department employs 19 Germans. Twenty four Germans were dismissed during the reduction of personnel in January 1949 and found employment with the Bergmann Elektrizitaetswerke AG, Berlin-Wilhelmsruh, Lindenallee. Russian chief of the boiler construction department is also Major Delipurda**.

The crane construction and transport installation department employs 18 Germans. Nine Germans were dismissed and obtained positions with Bergmann. Russian chief of this department is Ing. Kolikow. The Diesel motor construction department and laboratory employs eight Germans. Eighteen Germans were dismissed and 12 of these accepted jobs with the Bleichert firm in Leipzig and six with a firm in Dresden. Russian chief is Inc. Shepan.***

- b. House 8. Contains the metallurgical department, employing 17 Germans. Russian chief is Engineer Sosinenko. German chief is Ing. Jakobler. Nineteen employees of this department were transferred to a branch in Magdeburg under the direction of German Ing. Bingener.

The technological department employs 38 Germans. Russian chief is Major Ivanov. German chief is Ing. Franzke.

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- c. House 10. Contains the turbine construction department including a test station which employs 22 Germans. Russian chief is Major Lazarenko. German chief is Ing. Rosenloecher. The biological department possibly is a cover name for the construction of radar instruments and employs eight Germans. Russian chief is Major Varosev. German chief is Ing. Hohlwald. Chief of the entire HFO/MTM is Konshovski.
2. The following motors were designed in the Diesel motor construction department from 1945 to the present:
- a. December 1945-1 May 1946: 1 ship Diesel motor 360 HP, 6 cylinders, 500 r.p.m.
 - b. 1 May 1946-1 September 1946: 1 ship motor 400 HP, 4 cyl. 375 r.p.m.; 1 ship motor 600 HP, 6 cyl., 375 r.p.m.; 1 ship motor 800 HP, 8 cyl., 375 r.p.m.
 - c. 1 September 1946-1 February 1947: 1 stationary aircraft motor, 400 HP, 4 cyl. 500 r.p.m.; a base for stationary motors; shock absorber spring couplings (federdaempfbende Kupplungen), according to a design by M.A.N. Hill; and an electro-magneto by BAWAG.
 - d. 1 February 1947-15 October 1948: 1 ship motor 1200 HP, 8 cyl., 600 r.p.m.; 1 ship motor 1800 HP, 9 (sic) cyl., 800 r.p.m.; 1 ship motor 2,000 HP, 10 cyl. 1,200 r.p.m.
 - e. 1 October 1947: 4 generators model M.A.N.
 - f. 1 March 1948: 1 turbo compressor 240 HP, 2 cyl.; 1 turbo compressor 300 HP, 2 cyl.
 - g. 15 October 1948: 1 Junkers compressor 80 HP; 1 Junkers compressor for submarine 240 HP; 1 stationary submarine motor, 1200 HP, 6 cyl., 600 r.p.m.
 - h. 20 February 1949: 1 vehicle motor 40 HP, 2 cyl.; 1 vehicle motor 80 HP, 2 cyl.; 1 vehicle motor 100 HP, 2 cyl.
3. Attached are detailed specifications for the design and production of a turbo compressor completed in 1948.

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Comment: He might be identical with a Major Chigurda mentioned in another report dated 28 March 1949. Major Chigurda, according to this report, was chief of House No. 6.

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**** Comment:** This supports the assumption that Delipurda might be in charge of the entire House No. 6.

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***** Comment:** [REDACTED] mentions him as Ing. Capt. Sheban. 25X1A

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